

PRESIDENT TAFT'S TOUR OF THE NATION

Thirty-five States and Territories Will Have Chance to See Him.

He Will Give the Country His Views on Many Topics of Importance.

By JAMES A. EDGERTON.
THE Taft tour will cover about 13,000 miles, or slightly less than that of President Roosevelt to the Pacific coast and longer than any other presidential jaunt in history. Starting on the president's fifty-second birthday, Sept. 15, it ends on Nov. 10, although two later side trips carry it up to Nov. 21. The tour proper covers thirty-five states and territories, and the only reason that it does not cover more is that it is not a snake and cannot make too crooked a trail. There are now scheduled seventy-five speeches in fifty-five cities, and there will be as many more rear platform talks in as many towns as railroad stops will permit and a lusty lunged populace can induce the president to make. Taft will visit the states of the insurgent Senators La Follette, Cummins, Dooliver, Nelson, Clapp, Brown, Burkett and Borah and will talk more peace than The Hague conference. Also these gentlemen should make sure that he does not steal their states away from them during the powwow. He will also visit the Rocky mountain region and the northwest, where reclamation, conservation and the Ballinger-Pinchot controversy have their lairs, and he may be expected to be the great pacifier again. He will stop off at the Alaska-Yukon-Pacific exposition and

line, but congressmen are now so plentiful as to be no longer a curiosity, although it is said that lobbyists will still pay money to see them.
In New Orleans President Taft, the governors, congressmen and several hundred other citizens will gather in a deep waterways convention to consider ways and means to run ships from Lake Michigan to the gulf of Mexico. The only kind of ship that can go down there now is an airship, and it would have to fly high or it would bump into Chicago and the hills. It is proposed to enlarge the Chicago drainage canal, the Illinois river and the Mississippi until they can float big ocean freighters and passenger craft. So the president's trip is not all pleasure. It helps dig future ditches and draws water.

Winning the South.

After leaving New Orleans the president will make a general tour of the south and will incidentally eat many possum dinners. When Roosevelt went south it was the bears that were in dismay, but Taft throws a panic among the possums. No president since the war has endeavored more ardently or successfully than Mr. Taft to wipe out the last trace of sectional feeling and to erase Mason and Dixon's line from the map. He has done this by a very nice zoological discrimination. He has not only cultivated

marine the unusual weight might force the craft to the bottom and hold it there. The president will have to have his submarines and aeroplanes made to order, as he does his chairs and beds.
Even the buying of a Taft horse requires the scouring of the country in order that one may be found that will stand the strain. One of the reasons that the White House automobile is a government machine is that no mere privately owned one would be sufficient. In the matter of the present tour, however, the roads are now well ballasted and the cars strongly built, so no fears need be entertained on that score.

Washington Toured in a Coach.

The presidential tour has been in vogue ever since the days of G. Washington, who used to go about in a coach and four, with children ahead scattering flowers and citizens on the roadside raising their cocked hats in homage. Washington's mode of travel made it impossible to cover much territory, but then there was not much territory in those days to cover. There is also a record that James Monroe made a coach tour of New England and other parts of the country in days when there was such an era of good feeling that partisans had ceased to call each other names. I am not sure just what president was the first to make use of the railroad for touring purposes, but it was some time before the civil war. Lincoln did little traveling, leaving that to his generals, who did quite a little going, both on the advance and the retreat. Mr. Lincoln visited the front quite often, however, and rode a horse along the lines, with his tall hat far aloft and his feet and coatails close to the ground. Andrew Johnson was a lively and violent traveler and started the term "swinging around the circle." He appealed to the country, but congress nearly got him in spite of the speed of his circle swinging. Grant traveled much and was greeted everywhere as a hero. He could not make a speech, but the country did not seem to mind. We have so many orators around loose that it matters little whether our presidents can talk or not.

There is no record of Hayes, Garfield and Arthur having done much in the touring line, but Cleveland went out upon the road and was accused of using an encyclopedia in preparing his speeches to the different towns he visited. He wanted to throw in some local color, you know, and there is nothing like an encyclopedia for that, provided, of course, that one has no up to date information. Benjamin Harrison traveled much and was widely complimented on his happy little speeches. McKinley did more touring than any other president up to his time, and Roosevelt beat McKinley.

The Roosevelt Tour de Force.

With the "rough rider" the presidential tour became more than a mere outing and gratification of the curiosity of the people. It was a means of spreading his principles. It was not only his method of finding out what the country believed, but an avenue through which to tell the country what he believed. Travel with Roosevelt was a stirring up time. If he was not stirring up the people he was stirring up the bears and wildcats. Meanwhile he was making it unpleasant for the trusts, the nature fakers and several other classes of undesirable citizens. No old time preacher went on the circuit with more of the exhorter's zeal than did Roosevelt. It was not enough to write books, magazine articles, voluminous messages, interviews and letters galore. He also went out to John Smith at Kokomo and Henry Jones at Painted Post and told them about it. Roosevelt not only believed in publicity for the trusts, but in publicity for presidents, and he got all of it there was. Whenever "T. R." hit the trail the pressmen oiled their machines and the linotype operators prepared for extra hours.

In this respect it is fairly certain that Taft will follow in the footsteps of his predecessor. His tour will be a means of telling the country what he is going to do. In his various speeches he will lay down his policies and outline the program of his administration. The vast number of addresses he will be called upon to make will give ample opportunity for this. At one point he can lay stress on one policy, and at another he can enunciate his purposes in another direction. Thus his utterances on the whole tour will be found to constitute a mosaic which, fitted together, will give his complete program. In the central west and in the home of the insurgents he may be expected to offer a defense of the Payne bill, in the northwest to outline his plans as to conservation, in the south his policy further to allay sectionalism and everywhere his plans to regulate the corporations, his ideas as to monetary reform, his proposals for additional railroad legislation and his opinions on other questions agitating the particular section in which he is speaking or the country at large. These speeches the newspapers will carry to the ends of the nation. Here is far and away the most important feature of the Taft tour. It infinitely transcends the number of miles he will cover, the particular cities he will visit or the brand of entertainment he will receive. The tour is the president's method of taking Uncle Sam into his confidence. From this aspect it is an appropriate and characteristically democratic event.

It is estimated that despite the length of this tour it will give only one person in eight an opportunity to see the president. Truly it is an immense country—how immense nobody realizes better than the president himself. To visit it all he would have to duplicate his journeys for the past ten years and again cover a distance greater than that to the moon.

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WHEN TAFT AND DIAZ SHAKE HANDS.

traverse the Pay Streak. He will do the cities of the coast, winding up with the paradise around Los Angeles and lingering several days in the Yosemite. He will also spend some hours amid the wonders of the Grand canyon, as earlier in his journey he had spent others as delightful about Colorado Springs and in the Royal gorge near Pueblo.

He will meet President Diaz on the boundary, and the two will be whirled back and forth into each other's republic regardless of tariffs or of speed laws. Diaz's birthday is the same as that of Taft, by the way, but he had it sooner. He is seventy-nine and has been president of Mexico most of that time—anyway a long while. He was president when Taft was a "rah-rah" boy at Yale. What the American executive lacks in years, however, he makes up in other ways. In a weighing match he would have Diaz jumping through the ceiling. The countries over which the two men preside are also slightly different.

Down the Mississippi.

One of the Texas stations at which the president's train will stop is Taft. The name is already getting into geographical fame, only in this case it is that of his brother Charley. A big ranch and a fine house there belong to Charles P., at which the president will stop for several days to rest up from his outing.

From St. Louis Mr. Taft will go to New Orleans on a Mississippi river steamboat. It was at one time reported that Mark Twain would pilot this, but Mark thought it over and concluded that a boat with the president aboard would be too heavily loaded for a man of over seventy to handle.

In the boat behind the president will come about thirty governors—all, in fact, that can be coaxed out of the brush at one time. Governors are not always easy to catch, as witness Taylor of Kentucky. Something like a hundred congressmen will also trail the procession somewhere along the

possum, but by being friendly and showing that he is a jolly good fellow Taft has captured the heart of the south. He will undoubtedly extend the field of his conquest on the present trip. Incidentally he will spend a day or two at Augusta, where he played golf and escaped anxious politicians as president elect.

A Trip to the Moon.

Some ingenious and supposedly veracious figures have made the interesting discovery that in the last ten years Taft has traveled a distance slightly greater than that to the moon—or at least he will have done so when he completes this tour. Starting when made governor general of the Philippines in 1900, he has been hitting the road at a clip running all the way from 15,000 to 50,000 miles a year and has incidentally promoted peace and matrimony on the way. This makes him not only the most traveled of the presidents, but lands him in a class by himself as a globe trotter. Back and forth to the Philippines, to Cuba, to Porto Rico, to Panama, to the Vatican and finally around the world he has gone, to say nothing of the trips he has made over his own land in outrunning Bryan for the presidency. William Jennings is something of a traveler himself, and when the two of them got on the road there were hot boxes and smoking rights of way. The country has probably never seen distance eaten up as it was in the last campaign. As for Taft, he has the peripatetic habit and may be expected to outdo Roosevelt's record as a railroad patron. It may be that before Taft is out of office the aeroplane will become the usual vehicle of travel, and if it does and if a machine can be made big enough for Taft there is no question that he will take an aerial tour. If there are any new ways of going he will be in on them, as he has tried all the ways there are in existence now—all, at least, except the submarine, and this he has probably avoided for safety. If Mr. Taft were to board a sub-